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No. 11,681

一八百六十一萬一千一百一十二年七月八日

ESTABLISHED 1857.

HONGKONG, SATURDAY, JULY 20TH, 1895.

六月

號十二月七英滿香

PRICE \$2 PER MONTH

Hong Kong Daily Press.

THE DAILY PRESS OFFICE

ESTABLISHED 1857.

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY

is the best medium for Advertising among the Native Community.

Established upwards of THIRTY YEARS, and

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Documents translated from or into Classical or Colloquial Chinese.

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NOTICE

SHIPPING

COMMUNICATIONS respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, only, and a special business master to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until notice is given to the Manager.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication.

After that hour the supply is limited. Only supplied for Cash.

TERMS OF PAYMENT.—By Cash.

once occupied by Copenhagen, the commerce of Russia, Sweden and Eastern Prussia will now have its direct avenue across German territory, and the route around the Cattegat will be also open as far as the British Channel or Good Hope. Politically there is a continual quid pro quo between many from this day on and for some time to come, what she formerly required two to perform. The event of war can operate with less effect either in the Baltic or in the Atlantic without giving notice of her intentions."

THE SHRINKING WORLD.

It has taken us a long time to discover the telephone in this country; that is, for practical purposes. They had the telephone in every state in the U.S. in America before it had reached San Francisco. You could talk by wire among the Swiss mountains and the villages of Germany before you could communicate from London to Brighton. Vienna has long been linked by telephone with Berlin, New York with Chicago, Paris with Brussels and London; but it is only to-day that we can begin to link with Edinburgh and Dublin. In the last few years, however, over even the slow circuit of Sicily, officious officials will easily whip a message to friends a thousand miles away in five thousand miles as easily as we drop a postcard into the letter-slot, and never even stop to be astonished.

It is one more victory in the campaign against Space and Distance which the most striking characteristic of our time. We live in the Age of Steam and Electricity; and each year gives us both fresh proofs of the power of man over his voice, the people and the places far and wide. The wondering reader no longer, we suppose, asks if it is possible to travel a thousand miles in a day; he asks if it may be five thousand miles away as easily as we drop a postcard into the letter-slot, and never even stop to be astonished.

Another and a less imposing, but not at all unimportant episode in this same great campaign is recorded in to-day's newspapers. On Tuesday were thirty vehicles propelled by petroleum started to race along the roads (what would our authorities, police and other say to that?) from Paris to London. The winner arrived yesterday evening after 46 hours' racing, having done the 380 miles in 18 hours, at an average of 16 miles an hour. This is likely to add to the popularity of the petroleum carriage, which is rapidly coming into use in France and America, and no doubt will soon increase the number of our own streets. The petroleum vehicle needs no horses and the heavy and expensive steam-engine or electric motor and auxiliary apparatus. It is light, simple and safe, and any boy can drive it. Clearly there is a market future for it. Soon every one will have it; and the vision of the future pictures to us one-half the population whirling along the roads and streets on bicycles, the other half lying comfortably back in their oil-victoria and dog-carts, and being luxuriously carried along, without effort on their own part greater than that of turning a handle, at about the price of a seat in an omnibus railway. Every body may be doing the same thing, at the same time, and in every place, as everybody else. The age of steam has come, and the insect appears a wooden caterpillar, with a huge horn standing up from the back of its neck. How the caterpillar manages to propagate its species, no one can tell. Usually the caterpillar becomes a chrysalis, the chrysalis changes into a moth, the moth lays eggs, and the eggs again become caterpillars, and so on without stopping. Many caterpillars are given with the plant shoots up from the back of the neck of the avoet. One is that the avoet has a slimy substance oozing out from its neck, which while the avoet is boring at the foot of the rats tree for its only food, catches the seed of the fungus and holds it fast till the latter begins to grow. When it has found the vegetable life out of the avoet it does not usually die, for it feeds on further nourishment. The avoet is often found in large numbers.

HISTORY OF LORDS.

BY A MEMBER OF THE H.C.C., IN THE "NEW BUDGET."

If any cricketer, ignorant of the history of the game, was asked why the ground of the Marlybone Cricket Club is St. John's Wood, he would probably return a hasty reply to that of "Cricketers." He who is not a member of the club, like the picture of the select, the exclusive, the lovers of quiet, and repose, and rural seclusion. The Age of Communication is not suited to sedition and repose. On the other hand, it is the greatest of levellers, and puts within the reach of persons of very moderate means pleasure and advantages once open to the wealthy. Indeed, it seems hardly worth while to be a member, since many of the things worth having, having nothing to do with the club, are to be had elsewhere. Once travel, touring in country places, constant visits to interesting spots, easy and rapid intercourse with persons living at a distance, were the privilege of the few; now everybody may get them. The cheap train, the excursion steamer, the post, the telephone, the bicycle, the omnibus, the motor-car, and anything else that may strike him. Clearly there is a market future for it. Soon every one will have it; and the vision of the future pictures to us one-half the population whirling along the roads and streets on bicycles, the other half lying comfortably back in their oil-victoria and dog-carts, and being luxuriously carried along, without effort on their own part greater than that of turning a handle, at about the price of a seat in an omnibus railway. Every body may be doing the same thing, at the same time, and in every place, as everybody else. The age of steam has come, and the insect appears a wooden caterpillar, with a huge horn standing up from the back of its neck. How the caterpillar manages to propagate its species, no one can tell. Usually the caterpillar becomes a chrysalis, the chrysalis changes into a moth, the moth lays eggs, and the eggs again become caterpillars, and so on without stopping. Many caterpillars are given with the plant shoots up from the back of the neck of the avoet. One is that the avoet has a slimy substance oozing out from its neck, which while the avoet is boring at the foot of the rats tree for its only food, catches the seed of the fungus and holds it fast till the latter begins to grow. When it has found the vegetable life out of the avoet it does not usually die, for it feeds on further nourishment. The avoet is often found in large numbers.

Mr. Gladstone is still plagued with almost as great a variety of correspondents as when he was in office. Since his retirement from public life there has, indeed, been some increase in the number of letters sent to him by persons who desire the autograph of the aged statesman or writing his opinion on public questions, and send books which they hope he may now have leisure to read. In the hope of abating this nuisance to the public, not to write to him, especially during his absence from England.

Is there any prize to reward the inventor of a new gastronomic pleasure? If such a distinction exists, it may, perhaps, be justly claimed by the German Emperor at Coblenz. We recently received the chief ingredients to change our eating habits, and the Kaiser is said to have found the combination delicious. It is conceivable that people of simpler tastes may regard the novel beverage as more of a sample of the way in which two good things can be spoiled—the result of nine culinary experiments out of ten.

Mrs. Finsen has again arrived in England, and here is an extract from an interview with her in the London *Advertiser*.—Do I expect to see my former husband, Willis Willis? Why, I think I shall see him. He is with his sister now, I believe. It will not make any difference, you know, if I should like to see him. He was a very nice man, and was doing the same thing, at the same time, and in every place, as everybody else. The age of steam has come, and the insect appears a wooden caterpillar, with a huge horn standing up from the back of its neck. How the caterpillar manages to propagate its species, no one can tell. Usually the caterpillar becomes a chrysalis, the chrysalis changes into a moth, the moth lays eggs, and the eggs again become caterpillars, and so on without stopping. Many caterpillars are given with the plant shoots up from the back of the neck of the avoet. One is that the avoet has a slimy substance oozing out from its neck, which while the avoet is boring at the foot of the rats tree for its only food, catches the seed of the fungus and holds it fast till the latter begins to grow. When it has found the vegetable life out of the avoet it does not usually die, for it feeds on further nourishment. The avoet is often found in large numbers.

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NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS
FROM MIDDLEBROUGH, LONDON,
AND STRAITS.
THE Steamship

"GLENAYON"
having arrived from the above ports. Consignees
of cargo by her are hereby informed that their
goods are being landed at their risk into the
towheads of the Hongkong and K.W.C. Wharf
and General Company, Ltd., at Kowloon,
where delivery will be obtained.

Optional cargo will be forwarded unless
notice to the contrary be given before NOON,
TODAY.

Cargo remaining undelivered after the 22nd
instant will be sold at rent.

No Fire-Insurance has been effected.

Consignees are requested to present all claims
for damage and/or shortage or loss later than the
28th inst., otherwise they will not be re-
cognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 15th July, 1885. [1469]

TO CONSIGNEES OF OPTIONAL
CARGO, ETC., S. C. CO.'S
S.S. PYRRHUS,
FROM LIVERPOOL.

SHIPPING Orders must be obtained from the
Underwriters not later than the 22nd inst.,
for shipment per steamer "DIOMED".
BUTTERFIELD & SWINEY,
Agents.

Hongkong, 19th July, 1885. [1421]

VESSELS ON THE BERTH
ACCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Kobe Island Sea Sat. 1895, at NOON.
OCTOPUS (via Nagasaki) THURSDAY, Aug. 3,
Kobe, Island Sea, and 1895, at NOON.

GALLO (via Nagasaki) TUESDAY, Aug. 27,
Kobe, Island Sea, and 1895, at NOON.

JANE (via Nagasaki) SATURDAY, July 20,
Kobe, Island Sea, and 1895, at NOON.

THE Steamship "BELGIC" will be
dispatched for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA, and HONOLULU, on SA-
TURDAY, the 20th July, 1885, at NOON,
connection being made at Yokohama with
steamers from Shanghai.

Steamer of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers allowed to break their
journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
Lines of Steamers, and to the principal cities
of the United States or Canada. Rates and par-
ticulars of the various routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
discount of 10 per cent. This allowance does
not apply to long distance fares from China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and even, will be received at the
Company's Office until 2 P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs
at San Francisco.

For further information as to Freight or
Passenger tickets apply to THE CHINA AND
JAPAN COMPANY, LIMITED.

J. S. VAN BUREN, Agent.

Hongkong, 23rd May, 1885. [14]

FOR CHEFOO AND TIEN-CHIN.

THE Steamer

"TEJEN,"

Captain Lehmann, will be despatched for the
above ports on MONDAY, the 22nd instant, at
5 P.M.

For Freight or Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 15th July, 1885. [1448]

OREGON RAILWAY AND NAVIGA-
TION COMPANY'S PACIFIC
STEAMSHIP LINE.

CHINA AND JAPAN.

PROFESSOR SAILINGS FROM HONGKONG, 1885.
(Subject to Alteration).

CHITTAGONG ... | Thursday ... | 15th Aug.

ASIA ... | Saturday ... | 15th Sept.

ALMORA ... | Tuesday ... | 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG,"

will be despatched hence for PORTLAND,
OREGON via KOBE, and YOKOHAMA,
on the 15th August.

General Invoices of Goods for United States
Points should be sent to QUADRUPLEGATE, and
one Copy must be sent forward by the Steamer
to the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passages and
Freight, apply to

SHEWAN & CO., Agents.

Hongkong, 10th July, 1885. [1473]

FOR BALTIMORE.

THE 3/4 L.I. American Ship

"CENTENNIAL,"

Colcord, M. V., now having for the above
part, will be followed by the

3/4 I. Am. River Bark

"FLIED, P. LIT HIFIELD,"

Young, M. & Co., to have here for the above port
during August/September.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 24th June, 1885. [1313]

FOR NEW YORK.

THE 100 A.L. British ship

"FORT STUART."

Will have for the above port and will have quick
despatch.

For Freight, apply to

BLAETTER BROCKELMANN & CO., Acting Agent.

Hongkong, 1st June, 1885. [1176]

FOR NEW YORK.

THE 100 A.L. British ship

"FOOTH SUEY."

Will have for the above port and will have quick
despatch.

For Freight, apply to

TOUENAIRE, Acting Agent.

Hongkong, 23rd June, 1885. [1306]

FOR NEW YORK.

THE 100 A.L. Hawaiian Barque

"FOOING SHEY."

Will have for the above port and will have quick
despatch.

For Freight, apply to

SIEMESSEN & CO., Agents.

Hongkong, 11th July, 1885. [1278]

VESSELS ON THE BERTH

FOR KOBE AND YOKOHAMA.

THE Steamship

"FIDELIO."

Captain J. Nilsson, will be despatched for the
above Ports on or about MONDAY, the 22nd
instant.

For Freight or Passage, apply to
HOPKINS, CUMMING & CO., Agents.

Hongkong, 17th July, 1885. [1486]

FOR KOBE (DIRECT).

THE Steamship

"ORNITH."

Captain E. Outram, will be despatched for the
above Port, at NOON, on TUESDAY, the 23rd
instant.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1885. [1480]

FOR KODAIYOSTOCK VIA SHANGHAI

CHEFOO, AND NAGASAKI.

(Taking cargo at through rates to KOREAN
PORTS)

THE Steamship

"GLENAYON"

Captain J. Nilsson, will be despatched for the
above Ports on or about NOON, the 22nd
instant.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1885. [1485]

FOR KODAIYOSTOCK VIA SHANGHAI

CHEFOO, AND NAGASAKI.

(Taking cargo at through rates to KOREAN
PORTS)

THE Steamship

"GLENAYON"

Captain J. Nilsson, will be despatched for the
above Ports on or about NOON, the 22nd
instant.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 16th July, 1885. [1479]

FOR KODAIYOSTOCK VIA SHANGHAI

CHEFOO, AND NAGASAKI.

(Taking cargo at through rates to KOREAN
PORTS)

THE Steamship

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Captain J. Nilsson, will be despatched for the
above Ports on or about NOON, the 22nd
instant.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

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